



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

May 24, 2007

A bill to make technical corrections to SAFETEA-LU and other related laws relating to transit

*As ordered reported by the Senate Committee on Banking, Housing,
and Urban Affairs on May 16, 2007*

The legislation would make several changes to the current authorization for transit programs authorized in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59), known as SAFETEA-LU. The bill would affect direct spending by amending the authorization for a specific project that CBO expects would not be completed under current law. CBO estimates that enacting the bill would increase direct spending by \$4 million over the 2008-2012 period. Enacting the bill would not affect revenues. CBO estimates that enacting the bill would not significantly increase spending subject to appropriation. The legislation contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act and would impose no cost on state, local, or tribal governments.

The bill also would revise the authorization for a transit project located within the Southeastern Pennsylvania Transit Authority (SEPTA) rail system near Philadelphia, Pennsylvania, that was previously authorized by the Transportation Equity Act for the 21st Century (Public Law 105-85). Based on information from the Federal Transit Administration and representatives of SEPTA, CBO expects that the funds available for this project will not be spent under current law because the technology authorized in the original project is incompatible with the current rail system. The bill would authorize those funds to be used for a different rail project within the SEPTA system. Therefore, CBO estimates that this provision would result in an increase in spending of \$4 million over the 2008–2012 period.

On March 21, 2007, CBO provided an estimate for H.R. 1195, an act to amend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections, and for other purposes, as ordered reported by the House Committee on Transportation and Infrastructure on March 1, 2007, with a subsequent amendment transmitted to CBO on March 19, 2007. Some of the provisions in H.R. 1195 are contained in this bill. The differences between the bills are reflected in CBO's cost estimates.

The CBO staff contact for this estimate is Sarah Puro. This estimate was approved by Peter H. Fontaine, Deputy Assistant Director for Budget Analysis.